TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

G. B. COLEY.....Roseville

ASSISTANT TERMINAL SUPERINTENDENT

A. B. STONESIFER.....Roseville
L. F. WRIGHT.....Roseville
R. E. EMERSON.....Roseville

TRAINMASTERS

T. E. BILLINGSLEY.....Sacramento
R. S. BUNTING.....Sacramento
E. C. WATSON.....Roseville
R. L. KING.....Truckee

ASSISTANT TRAINMASTERS

H. B. FOWLER.....Colfax
L. H. NATIONS.....Sacramento

ROAD FOREMEN OF ENGINES

F. A. DENNEY, JR.....Roseville
D. J. GAUTIER.....Roseville

ASST. ROAD FOREMEN OF ENGINES

H. E. PECK.....Sacramento
W. L. HARJES.....Roseville
C. R. CARROLL.....Roseville

CHIEF TRAIN DISPATCHER

R. R. MILES.....Sacramento

S. B. BURTON
Assistant Superintendent, Sacramento

SOUTHERN PACIFIC COMPANY

SACRAMENTO DIVISION TIMETABLE

190

EFFECTIVE SUNDAY, OCTOBER 30, 1955
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

W. D. LAMPRECHT,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

R. A. MILLER
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Sacramento	Dr. W. W. Cress	Division Surgeon
Sacramento	Dr. A. F. Wallace	Associate Division Surgeon
Sacramento	Dr. B. A. Daley	District Physician and Surgeon
Sacramento	Dr. W. N. Becker	District Physician and Surgeon
Sacramento	Dr. O. S. Cook	District Physician and Surgeon
Sacramento	Dr. J. W. Harris	District Physician and Surgeon
Sacramento	Dr. Herbert Kossner	Aurist
Sacramento	Dr. John J. Colbert	Oculist
Orangevale	Dr. W. A. Grandstedt	District Physician and Surgeon
Roseville	Dr. L. E. Jones	District Physician and Surgeon
Roseville	Dr. J. F. McAnally	Asst. Dist. Physician and Surgeon
Roseville	Dr. John Swartley	Asst. Dist. Physician and Surgeon
Loomis	Dr. P. D. Barnes	District Physician and Surgeon
Newcastle	Dr. L. B. Barnes	District Physician and Surgeon
Auburn	Dr. H. L. Dixon	District Physician and Surgeon
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon
Dutch Flat	Dr. W. B. Hardie	District Physician and Surgeon
Truckee	Dr. L. D. Nelson	District Physician and Surgeon
Truckee	Dr. B. R. King	Asst. Dist. Physician and Surgeon
Reno	Dr. Elwood Reno	Division Surgeon
Reno	Dr. Leo Corvino	District Physician and Surgeon
Reno	Dr. L. E. Lombardi	District Physician and Surgeon
Reno	Dr. P. S. McCarran	District Physician and Surgeon
Reno	Dr. L. D. Nannini	Asst. Dist. Physician and Surgeon
Reno	Dr. George A. Magee	Oculist
Reno	Dr. G. R. Farrell	Aurist
Sparks	Dr. A. J. Roche	District Physician and Surgeon
Lincoln	Dr. N. A. Dubin	District Physician and Surgeon
Marysville	Dr. P. B. Hoffman	District Physician and Surgeon
Marysville	Dr. G. S. Delamere	Asst. Dist. Physician and Surgeon
Marysville	Dr. John A. Stonkus	Oculist and Aurist
Gridley	Dr. Sherwood Lawrence	District Physician and Surgeon
Biggs	Dr. A. R. Sears	Emergency Physician and Surgeon
Chico	Dr. Ted Oster	District Physician and Surgeon
Los Molinos	Dr. Wm. S. Davis	District Physician and Surgeon
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Davis	Dr. Leo A. Cronan	Emergency Surgeon
Davis	Dr. C. L. McKinney	Emergency Surgeon
Davis	Dr. T. Y. Cooper	Emergency Surgeon
Woodland	Dr. O. C. Railsback	District Physician and Surgeon
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon
Williams	Dr. Charles F. Keith	District Physician and Surgeon
Willows	Dr. Fred M. Lawson	District Physician and Surgeon
Orland	Dr. T. S. Paulsen	District Physician and Surgeon
Corning	Dr. Gerald W. Ingle	District Physician and Surgeon
Colusa	Dr. John W. Scott	District Physician and Surgeon
Oroville	Dr. J. E. Patrick	Emergency Surgeon
Paradise	Dr. K. W. Rheingans	Emergency Surgeon
Folsom	Dr. Kenneth E. Overholt	Emergency Physician and Surgeon
Placerville	Dr. C. V. Soracco	District Physician and Surgeon
Yuba City	Dr. N. M. Loomis	District Physician and Surgeon
Yuba City	Dr. B. F. Miller	Asst. Dist. Physician and Surgeon
Walnut Grove	Dr. Paul Barnes	Emergency Surgeon
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL ..... SAN FRANCISCO
EMERGENCY ..... SACRAMENTO
EMERGENCY ..... ROSEVILLE
EMERGENCY ..... GERBER
EMERGENCY ..... SPARKS

WATCH INSPECTORS

San Francisco, C. D. Fabrin, Manager of Time Service, 65 Market St.

Sacramento ..... H. T. Harger, 1026 K St.
Roseville ..... W. F. Sugden
Auburn ..... Harry Fuller
Sparks ..... W. R. Adams & Son
Placerville ..... Wm. J. Randolph
Woodland ..... O. D. Payne
Willows ..... Robt. E. Boyd
Orland ..... L. Schnell
Oroville ..... P. K. Schmidt
Marysville ..... John J. Fargo, 317 D St.
Chico ..... J. R. Dupen

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41′	24									
SP....	Baggage.....	60′	48	40								
SP....	Baggage.....	61′		45								
SP....	Baggage.....	66′	65	54								
SP....	Baggage.....	70′	63									
SP....	Baggage and Mail....	60′	56									
SP....	Baggage and Mail....	66′	68	60								
SP....	Baggage and Mail....	69′	64									
SP....	Baggage and Mail....	70′	66									
SP....	Baggage and Psgr.....	60′	51									
SP....	Baggage and Psgr.....	61′		58								
SP....	Baggage—Horse.....	70′	67									
SP....	Baggage—Horse.....	80′	75									
SP....	Postal.....	40′	42									
SP....	Postal.....	60′	59									
SP....	Postal—Storage.....	60′	54									
SP....	Postal—Storage.....	61′	61									
SP....	Club.....	75′			83				80			
SP....	Club.....	77′				100				92		
SP....	Chair.....	60′	53		70				67			
SP....	Chair.....	72′			82		80		79		80	
SP....	Chair.....	73′			78				75			
SP....	Chair.....	74′			90		85	98	87		85	90
SP....	Coach.....	60′	50		67				64			
SP....	Coach.....	70′			78		76		75		76	
SP....	Coach.....	72′	60		81		79		78		79	
SP....	Coach.....	74′			87				84			
SP....	All Day Lunch.....	60′	51		63				60			
SP....	Cafe—Lounge.....	72′			86				83			
SP....	Diner.....	73′	79									
SP....	Diner.....	77′			92	100	85		89	92	85	
SP....	Diner.....	79′					88				88	
SP....	Diner.....	80′				105				97		
SP....	Lounge.....	75′			85		80		82		80	
SP....	Lounge.....	80′			95		93		92		93	
SP....	Observation—Lounge	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official.....	Var.	79	79			96				96	
Pull...	Standard Sleeper.....	"			92	90		93	89	90		93
Pull...	Lounge.....	"			90	88		89	87	88		89
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87			87	79		
USA..	Dressing.....	"			86				83			
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84				81			
USA..	Hospital (89340-52)...	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express.....	41′	22									
UP...	Baggage.....	69′	62									
UP...	Baggage.....	81′	68									
UP...	Baggage—Dormitory..	81′			76		79		73		79	
UP...	Chair.....	70′				86		89		78		86
UP...	Chair.....	74′						88				80
UP...	Club—Lounge.....	75′				92				83		
UP...	Diner.....	80′				95				87		
UP...	Lounge.....	70′						86				78
CNW.	Baggage.....	66′	68									
CNW.	Coach.....	66′					57				57	
CNW.	Diner.....	66′				88				87		
CRIP.	Express.....	41′	25									
CRIP.	Baggage.....	60′	53									
CRIP.	Baggage.....	66′	65									
CRIP.	Baggage.....	70′	68									
CRIP.	Dormitory.....	70′					78				78	
CRIP.	Chair.....	70′			82				79			
CRIP.	Coach.....	74′			82				79			
CRIP.	Club.....	75′			95				92			
CRIP.	Diner.....	80′					95				95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"					71	64			61	64
SP....	Chair.....	"					71	63	64		60	63	56
SP....	Chair (Articulated)...	"						99	95			99	88
SP....	Chair—Baggage.....	"							63				55
SP....	Diner.....	"					77	72	64		66	72	56
SP....	Diner (Triplex).....	"						159	174			159	150
SP....	Tavern.....	"						62	65			62	57
SP....	Coffee Shop—Lounge.	"					77	72			66	72	
SP....	Lounge.....	"					74	66			61	66	
SP....	Parlor.....	"							65				57
SP....	Parlor—Observation..	"						58	62			58	54
SP....	Sleeping Cars.....	"					80				70		
Pull...	Sleeping Cars.....	"					65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′						62				62	
UP...	Bage—Dorm (C of SF)	76′					79				71		
UP...	Chair.....	75′					64				56		
UP...	Club—Lounge.....	75′					66				58		
CRIP.	Baggage and Mail....	70′	52									
CRIP.	Dormitory.....	83′						61				61	
CRIP.	Chair.....	80′						61				61	
CRIP.	Diner.....	80′						64				64	
CRIP.	Diner.....	83′						68				68	
CRIP.	Coffee Shop—Lounge.	83′						69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

EASTWARD

Capacity of siding			SECOND CLASS	FIRST CLASS							Mile Post Location	Timetable No. 190 October 30, 1955 STATIONS	Distance from Sacramento
			442 C. C. M.	378 Pacific Coast Expediter	60 West Coast	102 City of San Francisco	28 San Francisco Overland	202 Passenger	54 Sacramento Daylight	22 Mail			
			Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Sacramento yard	BKWOITP		AM 1.45	PM 9.35	PM 8.00	PM 6.35	PM 1.42	AM 10.05	AM 8.00	PM 11.45	89.0		
	BKP										88.9	TO-R SACRAMENTO	0.0
	W 87 IYP				8.09 PM				8.09 AM		89.8	0.9 SACRAMENTO (12th St.)	0.9
	KP			9.49		6.49	1.56	10.19		PM 11.59	91.8	2.0 ELVAS	2.9
Roseville yard	BKIP			9.58		6.56	2.03	10.26		AM 12.06	94.9	3.1 BENALI	6.0
	BKWDOITYP		2.20 AM	s 10.15 PM		7.04 PM	s 2.11 PM	s 10.34 AM		s 12.14 AM	102.8	7.9 TO-R ANTELOPE	13.9
			Arrive Daily	Arrive Daily Ex. Sat., Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	106.6	3.8 TO-R ROSEVILLE	17.7
			442	378	60	102	28	202	54	22		(17.7)	

AES — Double Track

RULE 5. Time for No. 202 and No. 378 at Roseville applies at East Valley Subdivision Junction switch.

RULE 93. First-class trains, except No. 378, enter and leave Sacramento passenger station on yard tracks between Sacramento River bridge and Sixth St.

Time for No. 378 at Sacramento applies at east end Sacramento River Bridge MP 88.71.

EASTWARD — WESTWARD

Timetable No. 190, October 30, 1955 — Placerville Branch

Capacity of siding		Mile Post Location		STATIONS	Station Number	Distance from Placerville
Sacramento yard	WIP	94.7	R	BRIGHTON	9030	54.0
23		95.9		1.2 PERKINS	12002	52.8
9		98.9		3.0 MAYHEW	12004	49.8
23	YP	101.6		2.7 MILLS	12007	47.1
Yard Limits 28	P	104.4	R	2.8 CITRUS	12010	44.3
9		110.1		5.7 NATOMA	12015	38.6
Yard Limits	YP	111.1	R	1.0 FOLSOM JCT.	12016	37.6
6	P	118.0		6.9 WHITE ROCK	12023	30.7
11	P	126.1		8.1 LATROBE	12031	22.6
25		142.7		16.6 EL DORADO	12048	6.0
Yard Limits 18	P	145.0	TO	2.3 DIAMOND SPRINGS	12050	3.7
Yard Limits	BKP	148.7	TO-R	3.7 PLACERVILLE	12054	0.0
				(54.0)		

EASTWARD — WESTWARD

Timetable No. 190, October 30, 1955 — Fair Oaks Branch

Yd. Lmts.	Capacity of siding		EASTWARD Mile Post Location	STATIONS	Station Number	WESTWARD Distance from Fair Oaks
	28	P	104.4	CITRUS	12010	1.9
	15	P	106.3	TO-R 1.9 FAIR OAKS	12012	0.0
				(1.9)		

EASTWARD — WESTWARD

Timetable No. 190, October 30, 1955 — Folsom Branch

Yd. Lmts.	Capacity of siding		EASTWARD Mile Post Location	STATIONS	Station Number	WESTWARD Distance from Folsom
		YP	111.1	R FOLSOM JCT.	12016	0.7
	22	WP	111.8	TO-R 0.7 FOLSOM	12017	0.0
				(0.7)		

WESTWARD

Timetable No. 190, October 30, 1955

Mile Post Location	STATIONS	Station Number	Distance from Roseville	FIRST CLASS 21 Mail	377 Pacific Coast Expediter	101 City of San Francisco	59 West Coast	27 San Francisco Overland	53 Sacramento Daylight	201 Passenger (c)
				Arrive Daily	Ar. Daily Ex. Mon., Tues.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
89.0	TO-R **SACRAMENTO**	8889	17.7	AM	AM	AM	AM	AM	PM	PM
88.9	0.9			S 12.50	3.25	S 7.30	S 8.30	S 11.55	S 6.10	S 6.30
89.8	**SACRAMENTO** (12th St.)	8889	16.8							
	2.0									
91.8	**ELVAS**	11303	14.8				8.18 AM		6.01 PM	
	3.1									
94.9	**BENALI**	11306	11.7	12.31	3.03	7.10		11.34		6.09
	7.9									
102.8	TO-R **ANTELOPE**	11314	3.8	12.23	2.54	7.03		11.26		6.00
	3.8									
106.6	TO-R **ROSEVILLE**	11318	0.0	12.15 AM	2.40 AM	6.55 AM		11.18 AM		5.51 PM
	(17.7)			Leave Daily	Lv. Daily Ex. Mon., Tues.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				21	377	101	59	27	53	201

ABS — Double Track

RULE 5. Time for No. 201 and No. 377 at Roseville applies at East Valley Subdivision Junction switch.

RULE 93. First-class trains, except No. 377, enter and leave Sacramento passenger station on yard tracks between Sacramento River bridge and Sixth Street.

Time for No. 377 at Sacramento applies at east end Sacramento River Bridge MP 88.71.

EASTWARD / WESTWARD

Timetable No. 190, October 30, 1955

EASTWARD Capacity of sidings	EASTWARD FIRST CLASS 53 Sacramento Daylight	EASTWARD FIRST CLASS 59 West Coast	EASTWARD Mile Post Location	STATIONS	WESTWARD Station Number	WESTWARD Distance from Elvas	WESTWARD FIRST CLASS 54 Sacramento Daylight	WESTWARD FIRST CLASS 60 West Coast
	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
Sacramento yard IP	PM 5.55	AM 8.12	132.0	CTC Double Track			AM 8.15	PM 8.15
128 WIP	5.56	8.13	133.2	**POLK**	9029	4.2	8.14	8.14
M 87 IYP	6.01 PM	8.18 AM	136.2	1.2 **BRIGHTON**	9030	3.0	8.09 AM	8.09 PM
	Arrive Daily	Arrive Daily		3.0 **ELVAS** (4.2)	11303	0.0	Leave Daily	Leave Daily
	53	59		ABS			54	60

Walnut Grove Branch

Timetable No. 190, October 30, 1955

EASTWARD Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Station Number	WESTWARD Distance from Isleton
Sacramento yard BKWOITP	89.0 88.7	TO-R **SACRAMENTO**	8889	33.2
52	94.2	5.5 **DEL RIO**	12106	27.7
31	97.5	3.3 **FREEPORT**	12109	24.4
58 P	104.6	7.1 **HOOD JCT.**	12116	17.3
27	107.9	3.3 **LAMBERT**	12119	14.0
Yard Limits 53 YPW	113.4	5.5 TO **WALNUT GROVE**	12125	8.5
Yard Limits YP	121.9	8.5 TO **ISLETON**	12133	0.0
		(33.2)		

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Sacramento-Roseville line	
18W	W	93.5	Swanston . . . (Spur)	11304
10W	..	94.1	Haggin . . . . . (Spur)	11305
..	..	97.5	Planehaven	11309
8W	P	99.4	Walerga	11311
			Polk-Sacramento line	
20W	..	134.6	Hopfen . . . . . (Spur)	9031
			Placerville Branch	
16E	..	95.5	Ramona . . . . (Spur)	12001
7	P	97.5	Manlove	12003
6E	..	100.3	Boyd . . . . . (Spur)	13005
..	..	100.7	Routier	12006
13E	..	107.4	Nimbus . . . . (Spur)	12013
..	..	127.6	Florellis	12032
..	..	128.1	Brela	12034
3E	..	130.3	Shrub . . . . . (Spur)	12036
5	..	131.4	Dugan . . . . . (Spur)	12037
..	P	131.7	Bullard	12038
22	..	136.9	Shingle Springs	12042
5W	..	147.7	Apex . . . . . (Spur)	12053
			Walnut Grove Branch	
23	..	91.8	Baths . . . . . (Spur)	12103
171W	..	105.3	Hood (on spur from Hood Jct.)	12117
15E	..	111.2	Mofuba . . . . (Spur)	12122
W	..	112.6	Locke	12124

EASTWARD

FIRST CLASS

Timetable No. 190
October 30, 1955

Capacity of sidings	102 City of San Francisco Leave Daily	28 San Francisco Overland Leave Daily	22 Mail (c) Leave Daily	Mile Post Location	Station Number	STATIONS	Distance from Roseville
Roseville yard { BKWDOITYP	PM 7.04	PM 2.14	AM 12.25	106.6	11318	TO-R **ROSEVILLE**	0.0
Roseville yard { P				110.6	11322	4.0 **ROCKLIN**	4.0
Yard Limits E 65 WP	7.22	2.34	12.46	120.2	11331	9.6 TO **NEWCASTLE**	13.6
E 76 P	7.27	f 2.40	12.52	124.2	11335	4.0 **AUBURN, NEVADA ST.**	17.6
E 98 P	7.33	2.47	12.59	129.1	11340	4.9 **BOWMAN**	22.5
E 73 P	7.40	2.54	1.06	134.3	11345	5.2 **EAST APPLEGATE**	27.7
Yard Limits E 102 BKWOYP	c 7.50	c 3.04	s 1.35	141.7	11353	7.4 TO-R **COLFAX**	35.1
P				146.1 146.0	11357	4.4 **CAPE HORN**	39.5
E 102 WYP	8.11	3.26	1.57	152.2	11363	6.2 **GOLD RUN**	45.7
P				156.8	11368	4.6 **TOWLE**	50.3
M 105 P	8.28	3.44	c 2.15	160.7	11372	3.9 **MIDAS**	54.2
WP	8.39	3.56	2.27	166.6	11378	5.9 **BLUE CANON**	60.1
Yard Limits M 107 WP	8.47	4.05	2.36	170.7 171.8	11382	4.1 **EMIGRANT GAP**	64.2
WP	8.59	4.18	c 2.49	177.9	11388	6.1 **CRYSTAL LAKE**	70.3
P			c	180.3	11390	2.4 **CISCO**	72.7
WP	9.14	4.33	c 3.04	185.5	11396	5.2 **TROY**	77.9
E 129 BKWITP	9.29	c 4.48	f 3.22	192.0	11402	6.5 TO **NORDEN**	84.4
IP	9.37	4.56	c 3.30	195.8 197.2	11406	3.8 **EDER**	88.2
Yard Limits E 102 BKWDOYP	c 10.01	c s 5.24	s 4.10	208.0	11417	10.8 TO-R **TRUCKEE**	99.0
P	10.17	5.40	4.26	218.1	11427	10.1 **HINTON**	109.1
P		5.47	4.33	222.4	11431	4.3 **FLORISTON**	113.4
M 106 P	10.37	6.02	4.48	232.4	11441	10.0 **VERDI**	123.4
Sparks yard { P	s 11.09	s 6.36	s 5.45	242.9	11452	10.5 **RENO**	133.9
Sparks yard { BKWDOTYP	s 11.19 PM	s 6.46 PM	s 5.55 AM	246.2	11455	3.3 TO-R **SPARKS**	137.2
	Arrive Daily	Arrive Daily	Arrive Daily			(137.2)	
	102	28	22				

Automatic Block Signal System — Automatic Train Stop — No. 2 Track

RULE 5. Time for eastward trains at Colfax applies at first crossover east of station.

ADDITIONAL STATIONS
No. 2 Track

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
18W	P	115.5	Penryn, Lincoln Ave..(Spur)	11327
8W	..	126.5	Foothill.....(Spur)	11337
..	..	131.4	Clipper Gap.....	11342
..	P	137.6	New England Mills	11349
..	P	148.5	Magra.....	11360
..	P	154.1	Dutch Flat.....	11365
..	P	156.0	Alta.....	11367
14W	P	176.1	Yuba Pass.....(Spur)	11386
33	P	190.6	Soda Springs.....	11401
..	P	197.7	Eder Crossover.....	11406
..	..	200.6	Andover.....	11410
..	P	201.3	Andover Crossover.....	11410
18W	..	216.3	Boca.....	11425
..	..	221.5	Wickes.....	11430
..	..	225.5	Mystic.....	11435
12W	..	235.8	Mogul.....(Spur)	11445
..	..	237.1	Lawton.....	11446

Timetable No. 190
October 30, 1955

Automatic Block Signal System — Automatic Train Stop — No. 1 Track

WESTWARD
FIRST CLASS

Capacity of sidings	Mile Post Location	STATIONS	Station Number	Distance from Sparks	101 City of San Francisco Arrive Daily	27 San Francisco Overland Arrive Daily	21 Mail (c) Arrive Daily
Roseville yard BKWDOITYP	106.6	TO-R ROSEVILLE 4.0	11318	138.7	AM 6.55	AM s 11.15	AM s 12.06
P	110.6	ROCKLIN 3.3	11322	134.7			
W 126 P	113.9	LOOMIS 2.7	11503	131.4	6.45	11.03	11.54 PM
W 45 P	116.6	PENRYN 3.0	11506	128.7			
Yard Limits W 65 WP	119.6	TO NEWCASTLE 4.9	11509	125.7	6.34	10.51	11.42
W 135 P	124.5	AUBURN 3.9	11514	120.8	6.25	f 10.41	11.32
P	128.4	BOWMAN 13.7	11518	116.9	6.17	10.32	11.23
Yard Limits W 103 BKOYP	142.1	TO-R COLFAX 4.3	11353	103.2	c 5.51	c 10.04	s 10.55
P	146.4	CAPE HORN 6.2	11357	98.9			
W 94 YP	152.6	GOLD RUN 4.6	11363	92.7	5.31	9.42	10.26
P	157.2	TOWLE 3.9	11368	88.1			
M 105 P	161.1	MIDAS 4.9	11372	84.2	5.15	9.25	c 10.09
WP	166.0	BLUE CANON 5.1	11378	79.3	5.06	9.15	9.59
Yard Limits M 105 WP	171.1 171.8	EMIGRANT GAP 6.1	11382	74.2	4.56	9.05	9.49
P	177.9	CRYSTAL LAKE 2.4	11388	68.1		8.53	c 9.37
P	180.3	CISCO 5.3	11390	65.7	4.40		c
P	185.6	TROY 6.5	11396	60.4	4.30	8.37	c 9.21
W 124 BKWITP	192.1	TO NORDEN 5.1	11402	53.9	4.18	c 8.24	f 9.08
IP	197.2	EDER 10.8	11406	48.8	4.08	8.14	c 8.58
Yard Limits W 126 WDOYP	208.0	TO-R TRUCKEE 8.2	11417	38.0	c 3.46	s c 7.52	s 8.36
P	216.2 216.3	BOCA 1.8	11425	29.8	3.34	7.38	8.19
P	218.1	HINTON 4.3	11427	28.0			8.16
P	222.4	FLORISTON 9.9	11431	23.7	3.26	7.29	8.09
M 106 P	232.3	VERDI 10.5	11441	13.8	3.13	7.14	7.54
Sparks yard P	242.8 242.9	RENO 3.3	11452	3.3	s 2.57	s 6.57	s 7.37
BKWDOTYP	246.2	TO-R SPARKS	11455	0.0	2.45 AM	6.45 AM	7.15 PM
		(138.7)			Leave Daily	Leave Daily	Leave Daily
					101	27	21

RULE 5. Time applies as follows: At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

ADDITIONAL STATIONS
No. 1 Track

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
10E ..	241.0	West Reno .....(Spur)	11450
23E P	237.1	Lawton.....(Spur)	11446
.. ..	235.7	Mogul.....	11445
8E P	225.4	Mystic.....(Spur)	11435
.. ..	221.5	Wickes.....	11430
.. P	201.3	Andover Crossover....	11410
.. ..	200.6	Andover.....	11410
.. P	197.7	Eder Crossover.....	11406
.. ..	193.0	Summit.....	11403
.. P	190.7	Soda Springs.....	11401
14E P	176.1	Yuba Pass.....(Spur)	11386
.. P	156.4	Alta.....	11367
16E ..	154.5	Dutch Flat.....(Spur)	11365
6E P	148.9	Magra.....(Spur)	11360
24E P	137.1	New England Mills..(Spur)	11527
.. ..	133.9	West Applegate.....	11524
30E ..	130.9	Clipper Gap....(Spur)	11521

EASTWARD

Capacity of sidings		THIRD CLASS 498 Freight	496 Freight	494 Freight	492 Freight	FIRST CLASS 378 Pacific Coast Expediter	202 Passenger	Mile Post Location		Timetable No. 190 October 30, 1955 STATIONS	Station Number	Distance from Tehama	WESTWARD FIRST CLASS 201 Passenger (c)	377 Pacific Coast Expediter
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sat., Sun.	Leave Daily						Arrive Daily	Ar. Daily Ex. Mon., Tues.
Roseville yard	BKWDOITYP	PM 6.10	PM 12.01	AM 6.01	AM 12.45	PM 10.15	AM 10.34	106.6		TO-R ROSEVILLE	11318	105.1	s 5.46	s AM 1.50
										6.2 WHITNEY	11606	98.9	5.38	1.39
100	P	6.23	12.14	6.14	12.58	10.55	10.46	112.8						
120	WP	6.30	12.21	6.21	1.04	11.00	s 10.51	117.0		4.2 TO LINCOLN	11610	94.7	s 5.33	1.34
96	P	6.37	12.28	6.28	1.11	11.06	11.01	122.1		5.1 BROCK	11616	89.6	5.24	1.28
124	WP	6.44	12.35	6.35	**1.21**	11.13	s 11.11	128.1		6.0 TO WHEATLAND	11622	83.6	f 5.17	**1.21**
28	P							131.2		3.1 ERLE	11625	80.5		
91	P	6.52	12.43	6.43	1.29	11.20	11.18	134.2		3.0 OSTROM	11628	77.5	5.09	1.14
Yd. Lmts.								139.8		5.6 DANTONI JCT.	11633	71.9		
112	BOIYP	7.01	12.52	6.52	1.38	11.29	s 11.36	140.8		1.0 MARYSVILLE	11634	70.9	s 5.01	1.05
	KIP							141.8		1.0 TO-R BINNEY JCT.	11635	69.9		
100	WP	7.09	1.00	7.00	1.46	11.36	11.43	144.7		2.9 BERG	11638	67.0	4.40	12.58
105	IP	7.17	1.08	7.08	1.54	11.43	s 11.52	151.5		6.8 TO LIVE OAK	11645	60.2	s 4.33	12.51
104	P	7.25	1.16	7.16	2.02	11.50	AM s 11.59	158.0		6.5 TO GRIDLEY	11651	53.7	s 4.24	12.44
43	WP	7.30	1.21	7.21	2.07	PM 11.55	PM s 12.11	161.4		3.4 TO BIGGS	11655	50.3	s 4.17	12.40
107	P	7.40	1.31	7.31	2.17	AM 12.03	s 12.25	167.4		6.0 RICHVALE	11661	44.3	s 4.07	12.32
91	P	7.47	1.38	7.38	2.24	12.09	12.30	171.5		4.1 NELSON	11665	40.2	f 4.01	12.27
88	P	7.59	1.50	7.50	2.36	**12.17**	f 12.38	178.1		6.6 TO DURHAM	11672	33.6	f 3.53	**12.17**
Yard Limits 149	BKWYP	8.11	2.02	8.02	2.48	12.36	s 12.58	184.2		6.1 TO-R CHICO	11678	27.5	s 3.44	12.06 AM
100	P	8.26	2.17	8.17	3.02	12.49	1.11	193.6		9.4 ANITA	11687	18.1	3.25	11.55 PM
133	P	8.39	2.30	8.30	3.15	1.00	f 1.23	203.0		9.4 VINA	11696	8.7	f 3.15	11.45
41	P	8.50	2.41	8.41	3.25	1.08	f c 1.31	209.7		6.7 TO LOS MOLINOS	11703	2.0	f c 3.08	11.38
	P	8.54 PM	2.45 PM	8.45 AM	3.29 AM	1.13 AM	c 1.35 PM	211.7		2.0 TEHAMA	11705	0.0	3.04 PM	11.34 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.	Arrive Daily			(105.1)			Leave Daily	Lv. Daily Ex. Sun., Mon.
		498	496	494	492	378	202						201	377

Automatic Block Signal System

RULE 5. Time for East Valley Subdivision trains at Roseville applies at East Valley Subdivision Junction switch.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
65E	P	118.4	Clayton.....(Spur)	11611
35	..	121.0	Ewing.....	11614
..	..	124.8	Sheridan.....	11618
27W	..	138.9	Rupert.....(Spur)	11632
..	..	146.4	Sullivan.....	11640
29W	..	147.7	Lomo.....(Spur)	11641
27E	..	149.8	Sunset.....(Spur)	11643
30	..	155.9	Fagan.....	11649
7E	..	164.1	Riceton.....(Spur)	11658
20	P	191.3	Nord.....	11685
..	..	211.1	Second St., Tehama....	11704

EASTWARD ↓ — Timetable No. 190, October 30, 1955 — WESTWARD ↑

Stirling City Branch

Capacity of Sidings	Mile Post Location		STATIONS	Station Number	Distance from Stirling City
Yard Limits BKWYP	184.2	TO	**CHICO**	11678	31.2
	186.6		2.4 **SNRy Crossing**	. . .	28.8
16	198.2		11.6 **PARADISE**	12814	17.2
8	203.2		5.0 **MAGALIA**	12819	12.2
WY	215.4		12.2 **STIRLING CITY**	12831	0.0
			(31.2)		

EASTWARD ↓ — Timetable No. 190, October 30, 1955 — WESTWARD ↑

Dantoni Branch

Capacity of Sidings	Mile Post Location		STATIONS	Station Number	Distance from Dantoni
Yd. Lmts.	139.8		**DANTONI JCT.**	11633	4.4
47	144.2		4.4 **DANTONI**	12704	0.0
			(4.4)		

EASTWARD ↓ — Timetable No. 190, October 30, 1955 — WESTWARD ↑

Oroville Branch

Capacity of Sidings	Mile Post Location		STATIONS	Station Number	Distance from Oroville
Yard Limits	141.8				
KIP	122.7	TO-R	**BINNEY JCT.**	11635	25.2
10	135.0		12.3 **HONCUT**	12612	12.9
Yard Limits	147.9		12.9 **OROVILLE**	12625	0.0
			(25.2)		

EASTWARD ↓ — Timetable No. 190, October 30, 1955 — WESTWARD ↑

Yuba City Branch

Capacity of Sidings	Mile Post Location		STATIONS	Station Number	Distance from Wilson
	144.7				
100 WP	144.4		**BERG**	11638	14.4
Yard Limits YP	147.6	TO	3.2 **YUBA CITY**	12503	11.2
45	150.3		2.7 **BOGUE**	12506	8.5
	152.2		1.9 **OSWALD**	12508	6.6
28	156.6		4.4 **TUDOR**	12512	2.2
	158.8		2.2 **WILSON**	12514	0.0
			(14.4)		

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Stirling City Branch	
29E	..	188.3	Butte Creek.... (Spur)	12804
..	..	202.0	Optimo.....	12818
4E	W	210.0	Doon..... (Spur)	12826
			Oroville Branch	
14E	..	126.5	Mello..... (Spur)	12604
20E	..	130.7	Ramirez..... (Spur)	12608
19E	..	142.5	Palermo..... (Spur)	12620
25E	..	145.0	Villa Verona.... (Spur)	12622
			Yuba City Branch	
8	..	155.6	Abbott.....	12511
			Dantoni Branch	
5W	..	143.0	Linda..... (Spur)	12703

EASTWARD

Capacity of sidings	THIRD CLASS 498 Freight	496 Freight	494 Freight	492 Freight	FIRST CLASS 20 Klamath (c)	12 Cascade	202 Passenger	10 Shasta Daylight	378 Pacific Coast Expediter	Mile Post Location	Timetable No. 190 October 30, 1955 STATIONS	Distance from Davis
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.			
Yard Limits N 83 KWIYP					PM 11.05	PM 6.55		AM 9.56		75.6	TO-R **DAVIS**	0.0
100 P					11.10					80.7	5.1 **MERRITT**	5.1
Yard Limits 97 BKP					s 11.21	7.04		10.06		84.9	TO-R 4.2 **WOODLAND**	9.3
38 P					11.28					89.9	TO 5.0 **YOLO**	14.3
105 P					c 11.34	7.13		10.16		95.8	5.9 **ZAMORA**	20.2
Yard Limits 109 P					11.46	7.23		10.26		108.3	12.5 **HARRINGTON**	32.7
41 P					PM s 11.52					113.5	TO 5.2 **ARBUCKLE**	37.9
51 P					AM s 12.08	7.35		10.39		124.2	TO 10.7 **WILLIAMS**	48.6
103 P					12.13	7.39		10.43		129.1	4.9 **CORTENA**	53.5
P					f 12.18					133.0	TO 3.9 **MAXWELL**	57.4
101 P					c 12.25	7.46		10.51		138.3	5.3 **DELAVAN**	62.7
Yard Limits 113 BKWP					s 12.50	**8.00**		11.01		149.9	TO 11.6 **WILLOWS**	74.3
Yd. Lmts. 40 KWP					s 1.25	8.16				165.4	TO-R 15.5 **ORLAND**	89.8
Yd. Lmts. 36 YP					1.27	8.18		11.16		167.0	1.6 **WYO**	91.4
43 P					f c 1.50	8.29		11.26		178.5	TO 11.5 **CORNING**	102.9
41 P					c 1.59	8.33		11.30		181.6	3.1 **RICHFIELD**	106.0
P	PM 8.54	PM 2.45	AM 8.45	AM 3.29	c 2.09	8.38	PM 1.35	11.35	AM 1.13	186.3 211.7	4.7 **TEHAMA**	110.7
Gerber yard 164 BKWDOIYP	8.59 PM	2.50 PM	8.50 AM	3.34 AM	s 2.15 AM	s 8.45 PM	s 1.40 PM	s 11.39 AM	s 1.20 AM	213.8	TO-R 2.1 **GERBER**	112.8
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.		(112.8)	
	498	**496**	**494**	**492**	**20**	**12**	**202**	**10**	**378**			

Automatic Block Signal System

RULE 5. Time at Gerber applies at station sign.
Time for eastward first-class trains at Davis applies at signal bridge 1200 feet east of Tower.

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 190 October 30, 1955 Colusa Branch STATIONS	Station Number	WESTWARD Distance from Wyo
Yard Limits 194 WP	108.3	R **HARRINGTON**	11833	72.1
Yard Limits 60	120.8	12.5 TO **GRIMES**	12213	59.6
33 P	133.0	12.2 TO **COLUSA**	12225	47.4
	145.9	12.9 **PRINCETON**	12238	34.5
28	150.4	4.5 **CODORA**	12242	30.0
Yard Limits 35 WP	170.0	19.6 TO **HAMILTON**	12262	10.4
Yard Limits 36 YP	180.4	10.4 **WYO**	11891	0.0
		(72.1)		

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 190 October 30, 1955 Knights Landing Branch STATIONS	Station Number	WESTWARD Distance from Josephine
Yd. Lmts. 97 BKP	84.9	TO-R **WOODLAND**	11809	32.4
Yd. Lmts. 18 P	87.7	2.8 **SUGARFIELD**	12403	29.6
WP	94.0	TO 6.3 **KNIGHTS LANDING**	12409	23.3
	96.9	2.9 **MARCHANT**	12413	20.4
13	117.3	20.4 **JOSEPHINE**	12432	0.0
		(32.4)		

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 190 October 30, 1955 Ensley Branch STATIONS	Station Number	WESTWARD Distance from Ensley
19	96.9	**MARCHANT**	12413	0.7
	97.6	0.7 **ENSLEY**	12414	0.0
		(0.7)		

Timetable No. 190
October 30, 1955

Automatic Block Signal System

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Gerber	11 Cascade Arrive Daily	201 Passenger Arrive Daily	19 Klamath (c) Arrive Daily	9 Shasta Daylight Arrive Daily	377 Pacific Coast Expediter Ar. Daily Ex. Sun., Mon.
75.6	TO-R **DAVIS** 5.1	8875	112.8	AM s 6.42		PM s 5.40	PM s 9.08	
80.7	**MERRITT** 4.2	11805	107.7	6.35		5.33	9.01	
84.9	TO-R **WOODLAND** 5.0	11809	103.5	6.30		s 5.27	8.56	
89.9	TO **YOLO** 5.9	11814	98.5			4.57		
95.8	**ZAMORA** 12.5	11820	92.6	6.19		4.52	8.45	
108.3	**HARRINGTON** 5.2	11833	80.1	6.09		4.40	8.35	
113.5	TO **ARBUCKLE** 10.7	11838	74.9			c 4.35		
124.2	TO **WILLIAMS** 4.9	11849	64.2			s 4.24	8.22	
129.1	**CORTENA** 3.9	11854	59.3	5.52		4.14	8.18	
133.0	TO **MAXWELL** 5.3	11857	55.4			s 4.10		
138.3	**DELAVAN** 11.6	11863	50.1	5.44		c 4.03	8.10	
149.9	TO **WILLOWS** 15.5	11874	38.5	5.34		s 3.52	**8.00**	
165.4	TO-R **ORLAND** 1.6	11890	23.0			s 3.31	7.48	
167.0	**WYO** 11.5	11891	21.4	5.20		3.22	7.46	
178.5	TO **CORNING** 3.1	11903	9.9			s 3.12	7.37	
181.6	**RICHFIELD** 4.7	11906	6.8	5.08		c 3.03	7.34	
186.3	**TEHAMA**	11705	2.1	5.03	PM s 3.04	2.58	7.30	PM 11.34
211.7	2.1							
213.8	TO-R **GERBER**	11707	0.0	5.00 AM	3.00 PM	2.55 PM	7.27 PM	11.30 PM
	(112.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.
				11	201	19	9	377

RULE 5. Time at Gerber applies at station sign.

Time for eastward first-class trains at Davis applies at signal bridge 1200 feet east of Tower.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Davis-Gerber line	
20W ..	92.1	Dufour.....(Spur)	11816
17W P	103.2	Dunnigan.....(Spur)	11828
37E ..	106.4	Hershey.....(Spur)	11831
30E ..	117.6	Genevra.....(Spur)	11842
12E ..	126.8	Delphos.....(Spur)	11852
9W P	142.1	Norman.....(Spur)	11867
23E ..	144.3	Logandale.....(Spur)	11869
16E ..	146.0	Riz.....(Spur)	11871
65E P	156.8	Artois.....(Spur)	11881
.. P	160.7	Grapit.....	11885
.. ..	162.0	Greenwood.....	11886
.. P	173.4	Kirkwood.....	11898

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Colusa Branch	
22W ..	112.3	College City.....(Spur)	12204
12E ..	116.0	Graino.....(Spur)	12208
11E ..	124.4	Sycamore.....(Spur)	12216
22E ..	126.5	Cobble.....(Spur)	12218
13E ..	143.2	Stegeman.....(Spur)	12235
13E ..	155.6	Glenn.....(Spur)	12247
19E ..	162.1	Ordbend.....(Spur)	12254
12W ..	165.9	Rotavele.....(Spur)	12258
40 ..	178.6	Cory.....	12270

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Knights Landing Branch	
.. ..	89.4	Laugenour.....	12405
19W ..	100.4	Robbins.....(Spur)	12416
41W ..	105.1	Subaco.....(Spur)	12420
23 ..	111.2	Hinsdale.....	12426
.. ..	113.3	Tisdale.....	12428

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
19	Richfield	Flag	Daily exc. Sun. & Hol.			To exchange U.S. Mail on request of R. P. O. Clerk
19	Artois	Flag	Daily exc. Sun. & Hol.			To exchange U.S. Mail on request of R. P. O. Clerk
19	Delavan	Flag	Daily exc. Sun. & Hol.			To exchange U.S. Mail on request of R. P. O. Clerk
19	Arbuckle	Flag	Daily exc. Sun. & Hol.			To exchange U.S. Mail on request of R. P. O. Clerk
19	Arbuckle	Flag	Daily	West of Davis		
20	Zamora	Stop	Friday			To exchange U. S. Mail by locker
20	Dunnigan	Stop	Friday			To exchange U. S. Mail by locker
20	Delavan	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail by locker
20	Artois	Stop	Sun. & Hol.			To exchange U. S. Mail by locker
20	Richfield	Stop	Sun. & Hol.			To exchange U. S. Mail by locker
20	Corning	Stop	Sun. & Hol.			To exchange U. S. Mail by locker
20	Tehama	Stop	Sun. & Hol.			To exchange U. S. Mail by locker
21	Midas	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Crystal Lake	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Cisco	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Troy	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Eder	Flag	Fri. Sat. & Sun.			To receive or discharge employes
21	Andover	Flag	Fri. Sat. & Sun.			To receive or discharge employes
22	Midas	Flag	Sat. Sun. & Mon.			To receive or discharge employes
22	Crystal Lake	Flag	Sat. Sun. & Mon.			To receive or discharge employes
22	Cisco	Flag	Sat. Sun. & Mon			To receive or discharge employes
22	Troy	Flag	Sat. Sun. & Mon.			To receive or discharge employes
22	Eder	Flag	Sat. Sun. & Mon.			To receive or discharge employes
22	Andover	Flag	Sat. Sun. & Mon			To receive or discharge employes
27,28	Truckee	Make second stop when necessary	Daily			To entrain or detrain Pullman passengers
27	Norden	Flag	Daily	Berkeley		
27	Colfax	Flag	Daily	Berkeley	Reno	
28	Colfax	Flag	Daily		Berkeley	
28	Norden	Flag	Daily		Berkeley	
101	Truckee	Make second stop when necessary	Daily			To entrain or detrain Pullman passengers
102	Truckee	Make second stop when necessary	Daily			To entrain or detrain Pullman passengers
101	Truckee	Flag	Daily	Berkeley and Stockton	Ogden	
101	Colfax	Flag	Daily		Ogden	
102	Colfax	Flag	Daily	Ogden		
102	Truckee	Flag	Daily	Ogden	Berkeley and Stockton	
201	Swanston	Flag	Daily	Sacramento	Roseville	

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

RULE 82-A. Authority for movement of regular trains and sections thereof, on Western Division to or from Polk will apply over Sacramento Division into or out of Sacramento, Antelope or Roseville. Trains will register and display indicators and signals accordingly and may leave Polk without clearance.

Trains to Western Division at Polk, originating at Sacramento, Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Sacramento, Roseville or Antelope will apply the same as if addressed to them at Polk.

First-class trains to or from Western Division at Polk will assume the corresponding number and schedule at Polk without clearance.

Second-class trains and sections thereof, authorized on Western Division from Polk may display indicators and signals, if any, as such schedule or section on Sacramento Division Roseville or Antelope to Polk, operate as authorized by Rules D-97-A and D-251 Roseville or Antelope to Polk and assume schedule at Polk without clearance.

Second-class trains and sections thereof, authorized on Western Division to Polk may display the same indicators and signals, if any, on Sacramento Division, operate as authorized by Rules D-97-A and D-251 Polk to Roseville and register accordingly at Roseville.

Trains to Western Division at Sacramento, originating at Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville or Antelope will apply the same as if addressed to them at Sacramento and trains may leave Sacramento without clearance.

No. 378, No. 442 and extra trains from Western Division passing Sacramento will not obtain clearance at Sacramento.

RULE 83-A. At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except No. 377, No. 378, No. 442 and extra trains passing Sacramento to or from Western Division.

Antelope—First-class trains and westward extra trains.

Roseville—All trains, except that freight trains terminating will register at yard office.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Antelope—First-class trains and westward extra trains.

Roseville—First-class trains.

Folsom—Trains required to go to Folsom will register the same information as shown on register at Folsom Jct.

RULE D-97-A. Applies between Sacramento and Roseville and between Polk and Elvas.

RULE 221. Nos. 202, 377, 378 and westward extra trains only will obtain clearance at Antelope.

RULE D-251. Applies to the following tracks:

Both tracks between Sacramento and Elvas.

Eastward track Elvas to Antelope.

Westward track Antelope to Elvas.

Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento.

RULE 83-A. At the following stations, only the trains indicated will register:
Truckee—Trains originating or terminating.
Colfax—Trains originating or terminating.
Roseville—All trains, except that freight trains terminating will register at yard office.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:
Roseville—First-class trains.

RULE D-97-A. Applies between Roseville and Sparks.

RULE 221. Train-order signals at Norden are light type signals identified by an illuminated sign "Train Order Signal" on the signal mast. When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed."
Light engines may leave Norden for Truckee as extras without obtaining clearance at Norden.

RULE D-251. Applies to the following tracks:
No. 2 Track Roseville to Bowman but eastward trains, except first-class, must not leave Roseville unless proceed signal received from yardman, green flag by day, green light by night.
No. 2 Track Norden to Truckee.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

RULE 82-A. Crews arriving Tehama on Nos. 201 and 377, also sections of those schedules holding proper clearance or train-order authority, may assume corresponding schedule or section at Tehama without clearance.

RULE 83-A. At the following stations, only the trains indicated will register:
Roseville—All trains, except that freight trains terminating will register at yard office.
Binney Jct., Chico—Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:
Roseville—First-class trains.

RULE 204. Trains to or from East Valley Subdivision with the same conductor and engineer operating through Tehama may be issued train orders on East Valley Subdivision or West Valley Subdivision that affect their movement on either of these subdivisions.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 82-A. Crews arriving Tehama on Nos. 202, 378, 492, 494, 496 and 498, also sections of those schedules holding proper clearance or train-order authority, may assume corresponding schedule or section at Tehama without clearance.

RULE 83-A. At the following stations, only the trains indicated will register:
Woodland—Trains originating or terminating.
Orland—Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:
Davis—All trains to or from West Valley Subdivision.

RULE 97. Extra trains must not operate via Colusa Branch unless train order so specifies.

RULE 105.
Davis—North siding is first track west of main track on Gerber line extending from MP 75.79 to MP 76.52.
Wyo—Second track of the two tracks paralleling main track, is siding.
Gerber siding, which can be used by trains to and from East Valley Subdivision only, extends from just east of junction switch at Tehama to 550 feet west of crossover leading to yard tracks.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY
R.M.H.
Scale in Miles
10 5 0 10 20 30 40 50
CALIFORNIA
NEVADA
TEHAMA
PLUMAS
SIERRA
GLENN
COLUSA
YUBA
NEVADA
PLACER
EL DORADO
SACRAMENTO
AMADOR
NAPA
SONOMA
MARIN
LYON
DOUGLAS
WASHOE
PERSHING
CHURCHILL
MINERAL
PACIFIC OCEAN
SAN PABLO BAY
CLEAR LAKE
LAKE TAHOE
PYRAMID LAKE
HONEY LAKE
SACRAMENTO
STOCKTON
AUBURN
COLFAX
ROSEVILLE
PLACERVILLE
YUBA CITY
MARYSVILLE
CHICO
RED BLUFF
TEHAMA
WOODLAND
DAVIS
ELMIRA
VACAVILLE
NAPA
SANTA ROSA
CALISTOGA
IGNACIO
SAN RAFAEL
ISLETON
LODI
RENO
SPARKS
TRUCKEE
CARSON CITY
FORMSBY
WINNEMUCCA LAKE
PYRAMID LAKE INDIAN RES.